

STATE OF CALIFORNIA

PETE WILSON, Governor

AIR RESOURCES BOARD

2020 L STREET
P.O. BOX 2815
SACRAMENTO, CA 95812

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CORRECTED LETTER

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FCC - MAIL ROOM

Office of the Secretary

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control components and functions such as catalysts, fuel delivery systems and evaporative control systems. Under the Board's revised OBD regulations, which will come into full effect beginning with 1996 model-year vehicles, ten specific monitoring requirements must be met. If the OBD system detects a malfunction, a dashboard light must come on and a "fault code" must be stored in the OBD system memory. The fault code can be manually accessed by an inspector at an I/M inspection station or a garage mechanic, but can also be accessed by a remote RF signal.

The Board is presently field-testing a commercially developed prototype spread spectrum radio system to provide remote access to OBD fault codes. The system would use a small 10 milliwatt on-board transponder to send OBD fault code information to a 100 milliwatt transceiver located on the roadside or in a vehicle. The system would operate in the 902-928 MHz band, and within the maximum power specifications, designated for unlicensed spread spectrum equipment by the FCC (47 CFR 15.247). Upgrading the transceiver to broadcast a coherent signal at up to 4 watts power, which would require licensing of the receiver, is also being considered as an alternative. The Board is investigating this system because it offers a means to accurately and cost-effectively read the status of emission control systems on a large number of vehicles traveling at high speed on multi-lane roadways. If successful, we will consider using this technology extensively.